

REUTERS' TELEGRAMS.

SUPPLIED TO THE CHINA MAIL.

(Via Southern Line.)

JAPANESE DESTRUCTION FOR THE KAISER.

The Mikado has conferred the order of the Chrysanthemum on the Emperor William of Germany in recognition of the services rendered by German officers in teaching the Japanese military science.

PACIFIC MESSAGE BY THE CAIR.

In a despatch appointing Count Schauinsland Governor of Warsaw, the Czar reaffirms that his love of peace is equal to that of his father's.

THE CHINA-JAPAN WAR.

JAPANESE PROMISES.

DISCONTINUING THE FOREIGN CORRESPONDENTS.

(From Our Special War Correspondent.)

Hiroshima, Dec. 17, 1894. It is difficult to avoid feeling disappointed with the Japanese. Not that their courtesy and cordial hospitality decrease; on the contrary, they take a great deal of trouble to make life pleasant for the foreign war correspondents, and they do far more than could be expected in the way of creature comforts. But they seem hopelessly unable to realize that what we came here for is information; not champagne; that we have an immense amount of important and responsible work to do, and that we care little or nothing what there may be to eat and drink. It appears quite useless to talk to them; I have asked until I am tired, without result. The parallel is reversed; instead of asking for bread and receiving stones, we ask for hard facts, mental pabulum, and receive only the other sort.

At Port Arthur, after the battle, I was assured by Count Oyama, the Field Marshal in command of the Second Army, that no more of any importance was contemplated in that part of the world, and that it would be as well for the correspondents to get back to Japan; yet now it appears, according to the War Office authorities here, that the next movement is to be the despatch of the Sendai contingent to join Oyama's command. He certainly could have told us this without doing any harm to the plan of campaign—all the correspondents are pledged to maintain secrecy as to future movements, and their letters have to pass the censor while with the Army.

At Hiroshima I was strongly advised by responsible officials not to go even as far as Kobe—twelve hours by rail—much less to Tokyo, for fear of missing the movement of the Sendai troops; yet here I have been two weeks and the shipment has not begun, and I have only just now been told that when it does begin it will take fully four days before actually sailing, so that I might as well have gone up to the capital and could have had ample warning. Further, I was confidently assured that I would get earlier and better news here than elsewhere, yet I have had practically none at all, whereas the native newspapers of Tokyo have been getting plenty—not particularly important perhaps, but better than nothing. The official investigation of the Port Arthur brutalities provided an instance; the authorities profusely protested a sincere desire to afford the earliest information to the Times, as the leading paper in the world, yet it is only to-day that I have been able to elicit the fact that an enquiry has been in progress for some time, whereas the Kobe Chronicle of the 13th obtained from a native paper the news that Count Saigo (War Minister) and Capt. Tamoda were to go, presumably a few days earlier, on a mission of this nature. I asked about this and was told there was no truth in it, yet now I am assured that the enquiry has gone so far that some reports have already been received from Port Arthur. Again, Viscount Muta, Foreign Minister, in an interview two weeks ago, assured me that Marshal Oyama's official report of the battle must of course mention the misconduct of the troops if any occurred; he promised me another interview when that report should arrive, and said he would be glad to give me an official statement thereon; yet when the report did come, I was never told, though I asked repeatedly, it dealt only with military operations, and said nothing about the murder of poisoned Chinese prisoners, the mutilation of their bodies, or the looting of the town by Japanese soldiers; and Viscount Muta has gone to Tokyo without a word in remembrance of his promise, though I wrote reminding him. These are matters for which a correspondent is obliged to depend on the Japanese officials. In the field it is different; the correspondent can use his own eyes, though it would be of great value if the officers would say enough to enable him to select a good point of observation; they never do. Of course, to some extent they are bound to maintain secrecy; but they do it where there is no need. If they had said "use your own judgment for we cannot tell you," we would know what to do, but they offer to tell. However, how we understand the position better, so perhaps it will be all right in the end. Meantime, the movement of the Sendai division is becoming more and more imminent, so we may as well wait for it. One consolation is that all the correspondents are in the same boat, stranded in Japan waiting for the next flood of Japanese

troops to China; and there is not much longer to wait.

A subsequent letter dated Tokyo, December 25, indicates that no further progress had been made, but that the despatch of the Third Army Corps was still imminent. No attempt is made to account for the delay in the despatch of this reinforcement of troops. The foreigners in Japan have no idea, apparently.

THE PORT ARTHUR AFFAIR.

Yokohama, Dec. 20.

Doubtless the attitude of all fair-minded persons with regard to the Port Arthur affair has been one of suspended judgment. We have not as yet had any authoritative statement of what really occurred at the capture of the fortress. Newspapers have given their own versions of what war correspondents are supposed to have said, and it has been hinted that the correspondent of the New York World is about to publish revelations calculated to startle humanity. Altogether the impression conveyed is that the behaviour of the Japanese soldiers was most cruel and bloodthirsty; that they slew combatants and non-combatants without discrimination, and that they continued this fierce slaughter throughout three days following the capture. Among the four newspaper correspondents present at Port Arthur, three were wholly novel to the work they were required to record. They had never before seen anything of war, and even its ordinary incidents must have been shocking to them. Of course we do not desire to suggest that their evidence is without value, but the public will certainly be inclined to pay more attention to testimony from the military attacks who accompanied the Army, since they necessarily enjoyed the best opportunities of observing the operations, and were moreover competent to estimate them by expert standards. One of these *Attachés* has now returned to Tokyo, and we learn from him that the statements hitherto published by the local foreign press must be revised with the greatest reservation, and very largely discredited before the residuum of truth is reached.—*Japan Mail.*

THE HISTORY OF A REUTER TELEGRAM.

HOW IT IS DONE.

When an unexpected lull occurs in the dull monotony of work in 'this outpost of British civilisation,' it is not unprofitable to devote a part of one's leisure to reading the foreign telegrams in the Home papers. It was while indulging in this pleasant occupation that we happened upon the old yarn about the *Forfait* and the *Taiyuan* in the columns of the *North British Daily Mail*, a Radical daily, published, as many of our readers may know, in the city of Glasgow. As the *China Mail* was the first journal to give publicity to the extraordinary conduct of the French cruiser, we were naturally much interested in the paragraph in its new guise. A few facts regarding the affair may not be devoid of interest. On the 22nd of October of last year we reported in detail the sensational challenge of the *Taiyuan* by the *Forfait* near Hongkong. The incident was noticed in our morning contemporary on the following day, and later on in other newspapers in the Far East. It has been reproduced by the Australian exchanges of the *China Mail*, and has gone the usual rounds of English and American and French journals in the four quarters of the globe. It was therefore with no small degree of surprise that we met this paragraph once again in the form of a Reuter telegram in the columns of this usually up-to-date Scottish newspaper. The date of the issue was November 28, and it bore the following heading:—

FRENCH ATTACK ON A BRITISH STEAMER.

Reuter's Telegram.

Hongkong, November 24. The following particulars have transpired concerning the firing upon the British steamer *Taiyuan* by the French cruiser *Forfait* on October 21.

Then follow the particulars published in the *China Mail* of October 22, varied only in phraseology in the manner usual with plagiaristic journalists. The news agency known as Reuter is perfectly justified in sending out copy of this sort if it can find purchasers, but there is to us out in the Far East a certain amount of chicanery about the methods adopted that fails to win our admiration. We prefer to put it that way. Any journalist must know how this telegram has been 'faked.' The mail from China had arrived in London or at some other port where Reuter has an agency, and upon receipt of the Hongkong newspaper the paragraph had been re-written and sent out as a telegram with the, to say the least of it, misleading date of Nov. 24. The same thing as we have pointed out on another occasion occurred with plague news from Hongkong, and only a few weeks ago we saw some of our Far Eastern contemporaries innocently reproducing a Reuter telegram about the trials of a submarine boat in Australia in almost the identical phraseology of the paragraph we had taken from a Sydney contemporary months before. In this particular instance we noticed the *Bangkok Times* make an attack upon the *Siam Observer*, alleging that the editor of that paper had 'faked' a bogus telegram. The accusation as it turned out—we did not notice any reply by the *Observer*—was perfectly unfounded, as the telegram had evidently been sent out by Reuter and appeared in the *Rangoon Gazette* before it appeared in the *Siam Observer*. The moral is that there are tricks in this trade of telegrams. Beyond the fact that we were the first to publish the news of the *Forfait-Taiyuan* incident, we have no further interest in the matter; but it would be worth while for those who are most concerned to inquire into the value of the telegrams with which they are supplied. It may be that there is a good and reasonable explanation. At any

rate, the Reuter's agent in Hongkong wrote the paragraph published at Home; but in that case how can the Reuter's Telegram, Hongkong, November 24 be explained? We can scarcely believe that Reuter's agent here will admit that it took him from October 22 till November 24 to assimilate the particulars that had 'transpired' in the *China Mail* of the first-mentioned date!

THE PORT ARTHUR ATROCITIES.

INTERVIEW WITH MR. COWEN.

Mr. Thomas Cowen, the Times war correspondent at the seat of operations, who returned to Yokohama on Monday morning, has kindly favoured a representative of this journal with an interview. The conversation quickly turned to Mr. Cowen's recent experiences at and around Port Arthur.

We have been hearing a lot lately, Mr. Cowen, of the atrocities committed by the Japanese soldiers after the fall of Port Arthur; and, naturally, much comment has been made; you, as an eye-witness of the operations which culminated in the fall of the famous fortress, could throw much light upon the affair.

Well, of course, what I have to say belongs to my manuscript, but I am glad, to return to place you in possession of all the facts so far as they came into my personal observation. But to begin with, I should like to mention that when I was at Port Arthur, the Japanese were in the process of attacking the British position. I saw several women killed and a few children. I saw a rather large number of women—some scores—whom the Japanese left unhurt. They evidently tried in a general way not to injure any women or children.

These, then, Mr. Cowen, are the startling facts which were first reported in an American journal? I don't think they should startle humanity more than war news ordinarily does. Such things have been done before. I don't think they are worse than the actions of some English and French armies.

The ordinary events of any war can furnish any amount of sensational writing if war correspondents care to go in for 'piling up the spools.' Some people delight in the story of a woman being killed, and I should like to see a house-to-house lighting at all. I had a splendid position to see everything that happened, and I can emphatically state that there was no resistance on the part of the Chinese, after the town was taken.

And do the Japanese really try to suppress information? No, to my knowledge they have suppressed nothing, even when it comes to themselves. It is important to have that clearly understood. But at the same time, I must say they are most aggravating in the matter of giving information. They treat us with great kindness and courtesy, supplying us with food and wine, horses and carriages, the best they have to offer, but information they will not give us. Their reticence is carried to quite ridiculous lengths. I wish to goodness they would give us less champagne and more news. If the officials had fulfilled their promise to supply information and to facilitate pressmen, I could have gone from the headquarters of Count Oyama's Army to Lieutenant Nedzu's Camp in Manchuria and back instead of wasting a whole month in Hongkong.

With apologies for detaining Mr. Cowen so long, our representative retired, after mutual exchange of courtesies.—*Japan Mail.*

GREAT BRITAIN AND RUSSIA.

The Vienna correspondent of the Standard.

The Vienna correspondent of the Standard telegraphs the following intelligence, which appears clearly how the rapprochement between Britain and Russia is regarded by the Russians:—The St. Petersburg Correspondent of the *Politische Correspondenz*, whose letters usually reflect the views of the Russian Foreign Office, gives a very clear and practical explanation of what is understood in Russia by the rapprochement with England. It is not believed, he says, that England intends to abandon her isolated position, and thereby to bring about further changes in Europe. The English are too practical to contemplate either an effective Anglo-Franco-Russian Alliance, or even a formal union with Russia alone. The Russian Government, it is said, is assuming an attitude of friendliness towards Britain, simply desiring to improve the relations between the two countries. There are too many points on which the interests of the two nations seem irreconcilable to justify the dream of an alliance between Russia and England, but the conflicting questions may well remain for a long time as they are, without leading to an open quarrel. Each country is in its power. England, on the one hand, and the rapprochement means that both have renounced any such intention, and will endeavour to settle any future incidents peacefully. This will not only establish friendly relations between the two countries, but is likely to have a moderating influence upon the growing antagonism of which there have been several signs of late—between England and Russia. The *Standard* adds that it does not appear likely to lead to an alliance by which the balance of power in Europe might be disturbed, naturally menaces on one side, and moreover, the equilibrium based upon the Triple Alliance on the other, and the Russo-French entente on the other, is too stable to be affected by any improvement in the relations between a Power which belongs to one of the two groups, and another which has remained outside of both.

Having said this, it must be stated that England's new attitude is welcomed with lively satisfaction in Russia, and there will be no hesitation in reciprocating it. The leading personages in St. Petersburg have been greatly impressed by the delivery of England in holding out her hand to Russia at the moment when the latter was suffering from a severe blow, and the presence of the Prince and Princess of Wales during this trying time has increased the sentiments of mutual friendship. It cannot be denied that the hostility to England which has existed in certain Russian circles has already been modified, and that very material improvement in the relations of the two powers is preparing. It will form an additional element of security in Europe.

The reports of the entente have made a very different impression from that upon Professor Armin Vambéry, of Budapest University. In two articles in the *Pester Lloyd*, the second of which appeared to-day, he asserts that a lasting friendship between England and Russia is impossible, and that the entente is a mere expedient against nature, and that it will only be a temporary understanding, which the course of civilisation in Asia might, in due time, derive a passing benefit. (Pity and water, he says, cannot live in peace together, nor can Russia and England.) He refers to a Persian proverb, "The Dervishes can find room on the wall of the world, but there is no room for the two Kings in the world." The learned Professor enters into details in support of his opinion, pointing out not only to the East and West, but also to Russia

and deep gashes with no blood. In a few cases there was deliberate mutilation and dismembering: two or three Chinese corpses I saw were dismembered.

"They were the perpetrators of these deeds?" "No, they were soldiers in uniform, not the work of coolies, as far as I could see. I saw that some of the bodies of the Chinese were in plain clothes, but under the jackets were cartridge belts, some half full. A few had weapons. Some of the men in plain clothes were Chinese soldiers' boots; so altogether I don't think the Japanese are to be blamed in regarding all the inhabitants of Port Arthur as hostile. It was so very plain themselves; the hillside around Port Arthur were strewn with their uniforms.

Then in your opinion, Mr. Cowen, the Japanese soldiers' conduct was not so blame-worthy, taking all into consideration? "Not on the day of the taking of the port, but what I do blame them for is that after all that had happened, they went on killing the Chinese instead of taking them prisoner. The actual number of Chinese killed in the battle was probably a good deal below 1,000; the Japanese official returns, I believe, place it at 4,000; all the balance in my opinion could have been taken alive. But then, as I have explained before, the atrocities committed by the Chinese would have excited the same man.

You say that the killing of unresisting Chinese continued during the second day? "Yes, it went on much the same, diminishing only as the supply of Chinese ran short. In fact, it went on as long as I stayed there. I got on board the steamer on the afternoon of the 20th, and we left on the morning of the 21st, and there was still shooting going on as we left. The statement has been made that there were no women killed in Port Arthur—I saw several women killed and a few children. I saw a rather large number of women—some scores—whom the Japanese left unhurt. They evidently tried in a general way not to injure any women or children.

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Having said this, it must be stated that England's new attitude is welcomed with lively satisfaction in Russia, and there will be no hesitation in reciprocating it. The leading personages in St. Petersburg have been greatly impressed by the delivery of England in holding out her hand to Russia at the moment when the latter was suffering from a severe blow, and the presence of the Prince and Princess of Wales during this trying time has increased the sentiments of mutual friendship. It cannot be denied that the hostility to England which has existed in certain Russian circles has already been modified, and that very material improvement in the relations of the two powers is preparing. It will form an additional element of security in Europe.

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The reports of the entente have made a very different impression from that upon Professor Armin Vambéry, of Budapest University. In two articles in the *Pester Lloyd*, the second of which appeared to-day, he asserts that a lasting friendship between England and Russia is impossible, and that the entente is a mere expedient against nature, and that it will only be a temporary understanding, which the course of civilisation in Asia might, in due time, derive a passing benefit. (Pity and water, he says, cannot live in peace together, nor can Russia and England.) He refers to a Persian proverb, "The Dervishes can find room on the wall of the world, but there is no room for the two Kings in the world." The learned Professor enters into details in support of his opinion, pointing out not only to the East and West, but also to Russia

COLONIAL MARINE COURTS OF INQUIRY.

The decision of the Court of Session in the case of the *Samarra* is rapidly bearing fruit as is shown by the correspondence between Mr. Grylls, secretary of the Mercantile Marine Service Association, and the Board of Trade, which we publish a few days ago. The case to which the letters draw attention is that of the *Samarra*, a steamship belonging to Singapore, which stranded on an island in the Straits of Carimata, in the month of August last, while on a voyage from Java to Singapore. It seems that the master, Mr. Nicol, had been through these particular straits something like a hundred times, but he had the misfortune, nevertheless, to run his ship ashore. It was a dark night, so we are told; the weather was thick; the locality is admittedly not properly surveyed; and the currents are variable. As to the soundings, they are stated to be so irregular that for the navigation of his ship a master cannot rely upon them, and must depend for safety practically upon the correctness of his reckoning. In the ordinary course the stranding would not have attracted the attention of the Board of Trade, but as a result the master found himself deprived of his certificate for a period of four months. It seems that no charge was ever preferred against him in the course of the inquiry, nor was he aware until the judgment had been delivered that any charge would or could be made against him. Even now he is not as yet satisfied that the actual allegations were, of course, in the case of the master of the *Samarra* over again, but reproduced in a far worse form. In the case of the *Samarra*, the Board of Trade solicitor did put certain questions to the Court at the close of the inquiry which suggested misconduct on the part of the captain; but in the case of the *Samarra* the proceedings were not so strict. The Board of Trade has been still more unjust. In the Straits Settlements it seems to be possible for an inquiry to be conducted from beginning to end without a single whisper against a particular individual, and yet for that individual to find himself condemned by the judgment of the tribunal. What the Mercantile Marine Service Association at present propose to do is to petition the Board of Trade that the legislature clearly never contemplated that these casual inquiries should be conducted upon entirely different principles to various parts of the empire, and that a British shipmaster ought not to be made the victim of the unjust local ordinances which happen to exist in the Straits Settlement or anywhere else. The Board of Trade do not seem to be satisfied that the inquiry was conducted in a fair manner, and they have decided to remit the remainder of Captain Nicol's term of suspension. The Board of Trade do not care to acknowledge that the decision in the case of the *Samarra* is the basis of their action, but there can be no question that the strongly expressed view of the Court of Session in the opening motive, since Mr. Nicol's case was brought before the Board of Trade long before the appeal in the *Samarra* was decided, and it remained practically sealed until the decision of the Court of Session in that case made further inaction impossible. So far as shipmasters are concerned, the present act of the Board of Trade, rather though it may have been, will be welcome since it indicates that in the future no ship's officer will be permitted to be condemned unheard, and that in some way or other the proceedings, not only of home, but also of Colonial inquiry courts, will have to be placed upon a more just basis. But so far as the victims of these unfortunate travesties of justice are concerned, their position is not an agreeable one. In the case of the *Samarra*, Mr. Nicol, he was awarded his costs when his appeal was successful, but for his loss of employment and temporary loss of reputation he is likely to receive nothing. Mr. Nicol's case is worse, for he has not succeeded in getting his judges condemned in their turn, and what has been done is a mere act of grace on the part of the Board of Trade. The Board have remitted a portion of the term of suspension, but that is the only relief that the suspension was unjustifiable. There has been no appeal, and the conduct of the court of inquiry is only inferentially condemned. We hope the Board of Trade will not consider that their duty is completed when they have done their best, by remitting a part of the punishment, to remedy the injustice resulting from these Colonial makeshift proceedings. What is needed is that the mode and the sentence consequent upon them should be overhauled.—*Ship and Gazette.*

QUOTATIONS.

HONGKONG, January 4, 1895.

OPPIUM—New Pains, cash... \$817.

Old... cash... \$817.

New Bazaar, cash... \$824.

Old... cash... \$824.

New Malacca, credit... \$830.

Allowance, Teluk... 8 to 1 catty.

Old Malacca, credit... \$830.

Allowance, Teluk... 8 to 1 catty.

Peranak, 1st tier... \$740/760.

Allowance, Teluk... 16.

HONGKONG REGISTER.

Temperature ...	91	60	0
Humidity ...	E	NNE	1
Direction of Wind ...	3	1	3
Force	od	0	0
Weather		0.01	
Rain			

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama) WEDNESDAY, Jan. 9, 1895, at daylight.
Suez (via Nagasaki, Kobe, Inland Sea, and Yokohama) SATURDAY, Jan. 26, 1895, at daylight.
Hague (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Feb. 27, 1895, at daylight.

THE Steamship OCEANIA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 9th January, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Rates, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, December 19, 1894. 2665

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Jan. 16, 1895, at daylight.
City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Feb. 6, 1895, at daylight.
China (via Nagasaki, Kobe, Inland Sea, and Yokohama) WEDNESDAY, Feb. 20, 1895, at daylight.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on WEDNESDAY, 16th January, at daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding orders FOR OVERLAND CHINA, to the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CHINA, to the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, December 20, 1894. 2123

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

NOTE.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamship GERA, Captain B. BLANKE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, sailing at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 5th Jan., 1895. Cargo and Specie will be received on board until Noon, on MONDAY, the 7th January, and Parcels will be received at the Agency's Office until Noon, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, December 17, 1894. 2048

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO, PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 9th January, 1895, at Noon, the Company's Steamship SALAZAR, Commandant PAUL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 8th January, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages must be declared.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, December 27, 1894. 2115

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PEKIN, Captain G. L. LANGRISH, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, on THURSDAY, the 17th January, 1895, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SHANON, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 9th FEBRUARY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 3, 1895. 21

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBEL CASE of REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.

Price per Copy, 50 CENTS.

China Mail Office.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Victoria..... Tuesday, January 22, 1895.
Tacoma..... Tuesday, February 26, 1895.
Siam..... Tuesday, March 19, 1895.
Victoria..... Tuesday, April 9, 1895.

THE Steamship VICTORIA, Captain J. PANTON, R.N.R., sailing at 1 p.m., on TUESDAY, 22nd January, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, January 3, 1895. 18

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895. 1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA.....Cmdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Jan./95.

EMPRESS OF INDIA.....Cmdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 20th Feb./95.

EMPRESS OF JAPAN.....Cmdr. G. A. LEE, R.N.R. WEDNESDAY, 20th Mar./95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATE (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the route passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET, 2104

SHARE LIST.—QUOTATIONS.—JANUARY 4, 1895.

Bank of China, Japan and Straits, Ltd. 80,000 \$ 12 1/2 all 112 % prem., sellers
Bank of China, Ltd. 100,000 \$ 12 1/2 all 125 % prem., buyers
National Bank of China, Ltd. 100,000 \$ 12 1/2 all 110 % prem., buyers

Canal Insurance Office, Ltd. 10,000 \$ 250 all 50 % div., buyers
Union Insurance Co., Ltd. 24,000 \$ 83.33 all 25 % div., sales and buyers
Nippon Fire Insurance Co., Ltd. 10,000 \$ 200 all 50 % div., buyers
Straits Insurance Co., Ltd. 30,000 \$ 100 all 20 % div., sales
Union Insurance Society Co., Ltd. 10,000 \$ 250 all 50 % div., buyers
Yokohama Fire Insurance Association, Ltd. 8,000 \$ 60 all 77 % div., sales

FIRE INSURANCES.
Union Fire Insurance Co., Ltd. 20,000 \$ 100 all 25 % div., buyers
Nippon Fire Insurance Co., Ltd. 24,000 \$ 83.33 all 25 % div., buyers
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Intimations.

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal of the Indian Bazar, is superior to Copiba, Cubeb, or Infusions, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in capsules, each of which bears the name "MIDY" in black letters, without which none are genuine.

SANTAL-MIDY is sold by all chemists and druggists, and is also sold by the world's medicine dealers throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. WATSON & Co., Chemists.

Hongkong, January 3, 1895.

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